

1. DATE - TIME GROUP 17 Feb 53 18/0304Z	2. LOCATION Port Austin, Mich.
3. SOURCE ACM Personnel	10. CONCLUSION Astro (VENUS) Visual. Unidentified-Radar
4. NUMBER OF OBJECTS One	
5. LENGTH OF OBSERVATION Radar - 17 Min. Visual - 5 Min.	11. BRIEF SUMMARY AND ANALYSIS Object continuously changing from red to white was observed visually 5 min moving at slow speed on a S heading. Object was picked up by radar and was observed 17 min on same course as seen visually. This is a good report. Seen simultaneously by visual observation & radar for 5 and 17 min respectively. Radar station sent request for AF Form 112 and Electronics Data Sheet. Object combination of radar and Venus. Radar track 180°. Visual observation at 270°.
6. TYPE OF OBSERVATION Ground-Visual Ground-Radar	
7. COURSE S	
8. PHOTOS <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
9. PHYSICAL EVIDENCE <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	

FORM
FTD SEP 63 0-329 (TDE) Previous editions of this form may be used.

754TH AC&W SQUADRON

NAME: COMMANDING OFFICER

DATE: 28 FEB 1953

COUNTRY U.S.A.	UNCLASSIFIED REPORT NO. IR-12-53	INTELLIGENCE BLANK	WEM
-------------------	--	-----------------------	-----

AIR INTELLIGENCE INFORMATION REPORT

SUBJECT

FLYOBRPT, Report of Unidentified Flying Objects

AREA REPORTED ON

Lake Huron and Northeast Michigan

FROM (Agency)

754th AC&W Squadron, Port Austin, Michigan

DATE OF REPORT

27 February 1953

DATE OF INFORMATION

17 February 1953

EVALUATION

B-3

PREPARED BY (Officer)

Captain Wayne E Mason

SOURCE

Personnel of the 754th AC&W Squadron

REFERENCES (Control number, directive, previous report, etc., as applicable)

AFL 200-5, 29 April 1952

SUMMARY: (Enter concise summary of report. Give significance in final one-sentence paragraph. List inclosures at lower left. Begin text of report on AF Form 112—Part II.)

1. The following report is submitted on the observance of an unusual flying object by personnel of the 754th AC&W Squadron, Port Austin, Michigan. Personnel concerned report having observed this object by visual means at 2204 EST, 17 February 1953, and by electronic means at 2208 EST, 17 February 1953.

2. True identity of this object remains unknown. Investigation of reports failed to disclose further details or information or any falsified or imaginative information as reported by personnel concerned.

APPROVED:

Wayne E Mason
WAYNE E MASON
Captain, USAF
Commanding Officer

COMMENT, Dir of Intel 30th ADIV:

Value of report questioned. Forwarded intact for further evaluation and disposition as deemed appropriate.

Delmont L. DeGonia
DELMONT L. DEGONIA
1st Lt, USAF
Ass't Director of Intel

1. Overlay of track
2. Extract of Recorders' Log
3. Narrative - Lt Eagle
4. Narrative - Lt Mandine

754TH AC&W SQUADRON
COMMANDING OFFICER
DATE: 28 FEB 1963
INITIAL: *WEM* WEM

UNCLASSIFIED

***** EXTRACT OF RECORDERS' LOG *****

IDENTITY	GRID CO-ORDINATES	COURSE	TIME	TRACK NO.	ALT	EST SPEED	NO ACFT	REMARKS
UNK	GG 4904	180	0308Z	W-10	1	55 kts	1	
	GP 4959		0316Z	W-10				
	GP 5157		0320Z	W-10				
	GP 5249		0325Z	W-10				

***** END *****

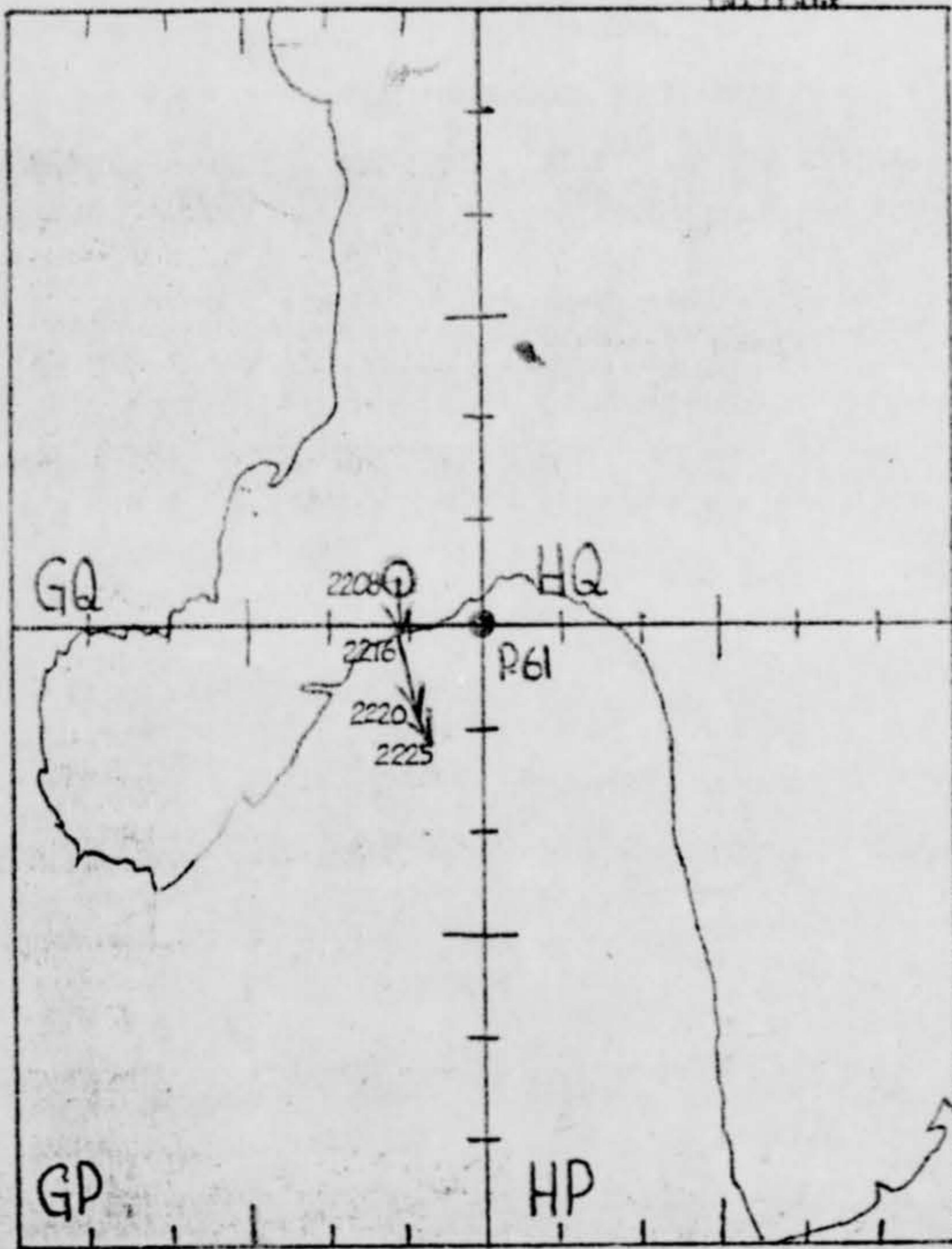
UNCLASSIFIED

Line #2

753-3518-1

UNCLASSIFIED

754TH AC&W SQUADRON
COMMANDING OFFICER
28 FEB 1953
WEM



OVERLAY OF RADAR TRACK

UNCLASSIFIED

Inc #1

TM. 2011-A

3b31

On 17 February 1953, at 2204 EST, while standing guard, I noticed an unusual light almost due west of our station. The object was in a part of the sky where no stars were visible. The object seemed to glow a bright red, then changed to pale white, and then red again, repeating this change over and over. The movement of this object seemed to be from north to south. After a while the object started getting smaller until I could no longer see it.

John T. Mandinec
JOHN T MANDINEC AF 15 294 796
A 1C, USAF
Radar Operator

Ind# 4

153-3518-1

UNCLASSIFIED

CINCPAC
HQ: 754TH AC&W SQUADRON
AUTH: COMMANDING OFFICER
INITIAL: 20 WEM
DATE: 1953

At 2204 EST on 17 February 1953, an unidentified light was sighted visually by A 1C John Mandinec while on guard duty. I was notified of the sighting and made an observation of it. The object was seen or appeared to hover at approximately 100 feet above the horizon. At the time of the sighting, visibility and ceiling were unlimited. I observed the object which appeared to change from red to pink to white and then red again, for approximately one minute, after which time I returned to operations and attempted to "pick-up" the object on the AN/FPS-3. At 2208 EST, I "picked-up" the target at GQ 4904 and tracked it for 17 minutes, heading 180 degrees at 55 to 60 knots, at which time, 2225 EST at GP 5249, the target faded into the station ground clutter. Upper beam lobe was the only position I was able to receive a radar return on this object.

Harold S. Eagle
HAROLD S EAGLE
2nd Lt, USAF
Controller

UNCLASSIFIED

Surf #3

TS-3-3578-C

UNCLASSIFIED

754TH AC&W SQDN
AUTH: COMMANDING OFFICER
DATE: MAR 16 1953
INITIAL: B SZ

Ltr, ATIC Subject: (Uncl) Radar Sighting of Unknown Aerial Object

Ltr ATIC (10 Mar 53)

1st Ind

MAR 17 1953

HQ 754TH AIRCRAFT CONTROL AND WARNING SQUADRON, Port Austin, Michigan

TO: Commanding General, Air Technical Intelligence Center, Wright-Patterson Air Force Base, Ohio ATTN: AFODIN-ATIAE-5

1. In accordance with paragraph 3, basic letter, submitted are Electronics Data Sheet and Air Force Form 112 as per AFL 200-5.

2. Distribution in accordance with AFL 200-5 was made previously by this organization, and follow-up action disclosed that copy of Air Force Form 112 was forwarded to your headquarters by Headquarters, 30th Air Division (Defense).

FOR THE COMMANDING OFFICER:

Alfred H Wiemann

2 Incl

1. Electronics Data Sheet
2. AF Form 112 (Parts I & II)

ALFRED H WIEMANN

2nd Lt, USAF
Adjutant

When the inclosures are withdrawn or not attached, the classification of ~~SECRET~~ on this correspondence will be canceled in accordance with paragraph 25A, AFR 205-1.

UNCLASSIFIED

T53-3389

COORDINATION

INSERT
ORGNL CODE AND
FULL SIGNATURE

R. O. Kossow
AT 12 E - 5
5 Mar 53
Newlon
N.E.
Mar 53
AT 12 E.
C. O. Johnson
AT 12 E.
5 Mar 53
Newlon
Ray W.
AT 12 E. 9 Mar

In reply refer to
AFOILATIAP-5

UNCLASSIFIED

ATIAE-5/RMO/vs

10 MAR 1953

SUBJECT: (Uncl) Radar Sighting of Unknown Aerial Object

29

Commanding Officer
754th Aircraft and Warning Squadron
Port Austin, Michigan

1. Your AC/W Squadron made electronic contact with unidentified aerial phenomena on 17 February 1953 at 2204 hours EST and notified the Air Technical Intelligence Center by wire of the circumstances surrounding the sighting. In an attempt to uncover a logical explanation for such sightings, this Center has developed a questionnaire for sightings made by ground radar, one of which is an enclosure to this letter.
2. ATIC radar specialists have found the subject questionnaires of great value in attempting to explain these unknown radar tracks when they are filled out accurately by the radar personnel involved.
3. Since the sighting at your site seems more significant than usual due to combination visual and electronic observations, ATIC requests that you complete and forward an amplifying Air Force Form 112 as per AFL 200-5 as soon as possible. In addition, it is also requested that you complete and forward the Electronics Data Sheet at your earliest possible convenience.

1. **Intel** Microprocessor Data Sheet

ROBERT C. BROWN
Major, USAF
Air Adj. Gen.

U.S.C
200

UNCLASSIFIED

DESIGNATE AUTH'D OFFICE OF RECORD

HQ: 754TH AC&W SQDN
AO: COMMANDING OFFICER
DATE: MAR 17 1953
INITIAL: G
SZ

UNCLASSIFIED

ELECTRONICS DATA SHEET
(GROUND RADAR)

The purpose of this questionnaire is to provide technical data for evaluating the report of an unusual radar target or track. It is requested that it be completed as accurately as possible.

When not filled in, the form is Unclassified. The reporting officer will use his own judgement as to what degree of classification is required.

It is preferred that the answers to the questions be typewritten, however, if it will expedite the completion of the form, the answers may be printed in ink. If additional space is needed, use reverse side of form.

1. STATION OBSERVING TARGET: 754th AC&W Squadron Organization Port Austin, Michigan Location	2. DATE OF THIS REPORT: 16 March 1953 Day Month Year		
3. DATE TARGET OBSERVED: 17 February 1953 Local Time <input checked="" type="checkbox"/> Z Time <input type="checkbox"/> Day Month Year Time-Local 2204 EST Time Z	4. NAME, RANK AND ORGANIZATION OF REPORTING OFFICER: ROY W ANDERSON, Captain 754th AC&W Squadron, Port Austin, Michigan		
5. EXACT LOCATION OF STATION (COORDINATES): HQ 0202			
6. OBSERVER DATA (LIST EACH OBSERVER):			
Name	Rank	Duty	No. of Years Exp. in Radar
A. EARL M OLSON	1st Lt	CONTROLLER	5 years
B. HAROLD S EAGLE	2nd Lt	CONTROLLER	7 months
C. JOHN T MANDINEC	A 1C	AC&W OPERATOR	3 Years
D. CONSTANTINE DANILEVICH	S Sgt	AC&W Operator	3 years
E. JOSEPH E LEGER	A 1C	AC&W OPERATOR	3 years
7. WAS A VISUAL SIGHTING MADE BY ANY PERSONNEL OF THE STATION? <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO IF SO, GIVE NAME AND RANK OF ALL PERSONNEL MAKING A VISUAL SIGHTING AND A BRIEF DESCRIPTION OF WHAT THEY SAW: Same as above - Same as stated in Air Intelligence report paragraph 1. At 2204 EST, 17 February 1953, an unidentified object was sighted visually by A 1C John Mandinec and 2nd Lt Harold S Eagle. The object changed color from red to pink to pale white to white and back to red again. The object appeared to be larger and brighter than a star, and other than changing color there were no unusual features visible.			

UNCLASSIFIED

T53-3389-A

UNCLASSIFIED

8. HAVE YOU HEARD OF ANYONE NOT AT THE RADAR STATION MAKING A VISUAL SIGHTING AT APPROXIMATELY THE SAME TIME THE RADAR CONTACT WAS MADE? YES NO
IF SO, GIVE NAME AND ADDRESS.

It was reported through the Air Defense Control Center that a simultaneous sighting was made by an Airman at Oscoda Air Force Base, Michigan.

9. RADAR SCOPE PHOTOS:

IS RADAR EQUIPPED WITH A SCOPE CAMERA? ----- YES NO
WAS CAMERA OPERATIONAL? ----- YES NO
WERE SCOPE PHOTOS TAKEN? ----- YES NO
WERE PRINTS OF THE SCOPE PHOTOS FORWARDED TO THE AIR TECHNICAL INTELLIGENCE CENTER? ----- YES NO

10. TRACK DATA:

WHAT WAS THE NUMBER OF THE TRACK? W-10
WAS A PERMANENT PLOT MADE OF THE TRACK AT THE TIME OF THE OBSERVATION? YES NO

11. WERE AIRCRAFT SCRAMBLED TO INTERCEPT THE TARGET?

IF SO, WERE THE AIRCRAFT BEING OBSERVED ON THE SCOPE AT THE SAME TIME AS THE TARGET? YES NO

12. WERE ANY NEARBY RADAR INSTALLATIONS QUERIED WHETHER THEY HAD OBSERVED THE SAME TARGET OR TRACK?

IF SO, WHICH STATIONS? 661st AC&W Squadron, Selfridge AFB, Michigan YES NO

13. WAS THE TARGET OBSERVED ON SEARCH RADAR?

IF SO, WHAT IS THE NOMENCLATURE OF THE EQUIPMENT? AN/FPS-3 YES NO

14. WAS THE TARGET OBSERVED ON HEIGHT FINDING RADAR?

IF SO, WHAT IS THE NOMENCLATURE OF THE EQUIPMENT? YES NO

15. HAVE THERE BEEN ANY RECENT MAINTENANCE DIFFICULTIES?

IF SO, DESCRIBE. YES NO

16. WHAT TYPE MODULATOR (I.E., SPARK GAP, HARD TUBE, ETC.) IS USED IN THE RADAR EQUIPMENT?
Thyatron Modulator

17. WAS THE AFC (AUTOMATIC FREQUENCY CONTROL) CIRCUIT OPERATING PROPERLY?

COMMENTS: None YES NO

18. HAS INTERFERENCE FROM ANOTHER RADAR SET BEEN OBSERVED RECENTLY?

COMMENTS: When interference occurs, antenna is stopped to obtain a slight rotational phase displacement with respect to interfering source. YES NO

UNCLASSIFIED

19. ARE PERSONNEL FAMILIAR WITH THE EFFECTS CAUSED BY AN INTERFERING SIGNAL? YES NO
COMMENTS: _____

20. ARE PERSONNEL FAMILIAR WITH THE EFFECTS OF ANOMALOUS PROPAGATION (DUCTING EFFECTS) AS THEY PERTAIN TO THIS TYPE OF RADAR? YES NO

21. HAS ANOMALOUS PROPAGATION (DUCTING EFFECT) BEEN OBSERVED TO EXTEND THE RANGE OF THE GROUND CLUTTER OF THIS RADAR AT THIS SITE? YES NO
COMMENTS: _____

22. WAS ANOMALOUS PROPAGATION (DUCTING EFFECT) EXTENDING THE RANGE OF THE GROUND CLUTTER AT THE TIME THE TARGET WAS OBSERVED? YES NO
COMMENTS: _____

23. HOW DID THE TARGET APPEAR IN SIZE AND SHAPE AS COMPARED TO CONVENTIONAL AIRCRAFT TARGETS?
Approximately the same size as a light aircraft, i.e. Cub, Cessna, etc.

24. PERFORMANCE OF TARGET:

a. REMAINED CONSISTENT IN SIZE	<input checked="" type="checkbox"/>	CHANGED SIZE RAPIDLY	<input type="checkbox"/>
b. SPEED WAS CONSTANT	<input checked="" type="checkbox"/>	SPEED WAS VARIABLE	<input type="checkbox"/>
c. FOLLOWED CONSISTENT TRACK	<input checked="" type="checkbox"/>	APPEARED, DISAPPEARED, THEN REAPPEARED IN NEW LOCATION	<input type="checkbox"/>
d. FUZZY COMPARED TO AIRCRAFT TARGET	<input type="checkbox"/>	SHARP COMPARED TO KNOWN AIRCRAFT TARGET	<input type="checkbox"/>
e. SAME AS AIRCRAFT TARGET	<input checked="" type="checkbox"/>		

25. WERE OTHER TARGETS (KNOWN) OBSERVED IN THE SAME GENERAL AREA, AT APPROXIMATELY THE SAME TIME AND AT THE SAME ALTITUDE AS THE UNUSUAL TARGET? YES NO
IF SO, DESCRIBE: _____

26. WHAT TYPE INDICATORS ("A" SCOPE, "B" SCOPE, ETC.) WERE USED TO FOLLOW THE TARGET?
PPI indicators were used.

DESCRIBE THE SIGNAL: Clear, steady paint

27. WHAT WAS THE RADAR SCAN RATE? 3.3 revolutions per minute.

28. WHAT WAS THE FREQUENCY OF THE TRANSMITTER?

Lower Beam - 1289 Megacycles : Upper Beam - 1297 Megacycles

29. DID ANY OF THE OBSERVERS HAVE ANY OPINIONS AS TO THE NATURE OF THE TARGET? YES NO
IF YES, GIVE THEIR NAMES AND OPINIONS BELOW.

NOV 1952

UNCLASSIFIED

T 53-3387-A

Port Austin, Michigan

UNCLASSIFIED

17 February 1953

I. Description of Incident

At 2204 EST an unidentified aerial object was sighted visually by members of an AC&W Squadron at Port Austin. The object was eight to ten miles northwest of their station at an estimated 100' above the horizon. It appeared to be larger and brighter than a star and other than changing color, there were no unusual features visible. The object was moving south at a low rate of speed and eventually faded out completely after becoming much less bright in intensity. This object was viewed visually from 2204 EST for five minutes until 2209 EST.

At 2208 EST, the observers tracked the object on a search radar set. Position of the object on the radar set was 300° moving in a 180° course at 55 knots. The object was observed at 2208 EST for 17 minutes until 2225 EST. No height finding equipment was available at point of observation, but the observers estimated the altitude at 1000' from the radar returns. Weather conditions at time of sighting were: visibility and ceiling - unlimited, with moderate winds from the west.

II. Discussion of Incident

The possibility of the reported object being a balloon was checked by the reporting officer. The nearest balloon launch station is at Waukegan, Michigan, which is 140 miles from Port Austin. A pibal type balloon was released from Waukegan at 0300Z. It is not likely that this balloon caused the sighting because the object in question was sighted at 0304Z.

Both the visual and electronic sightings were made by the same personnel, consisting of two officers and three airmen. All of these men have three or more years experience in radar. A radar scope camera was installed, but was not in operation at the time of sighting.

No known meteorological disturbances or activity existed at the time of sighting, or at any time that day.

After checking with surrounding bases and flight plan sources, it was found that there were no known aircraft in the general area.

The planet Venus is very low on the northwest horizon at this time of year and is easily seen. This fact might explain the visual sighting, but Venus will not show on a radar scope.

Further analysis of this sighting awaits adiabatic weather charts for the date and area of sighting. Until this information is received, this report is carried as unknown.

III. Conclusion

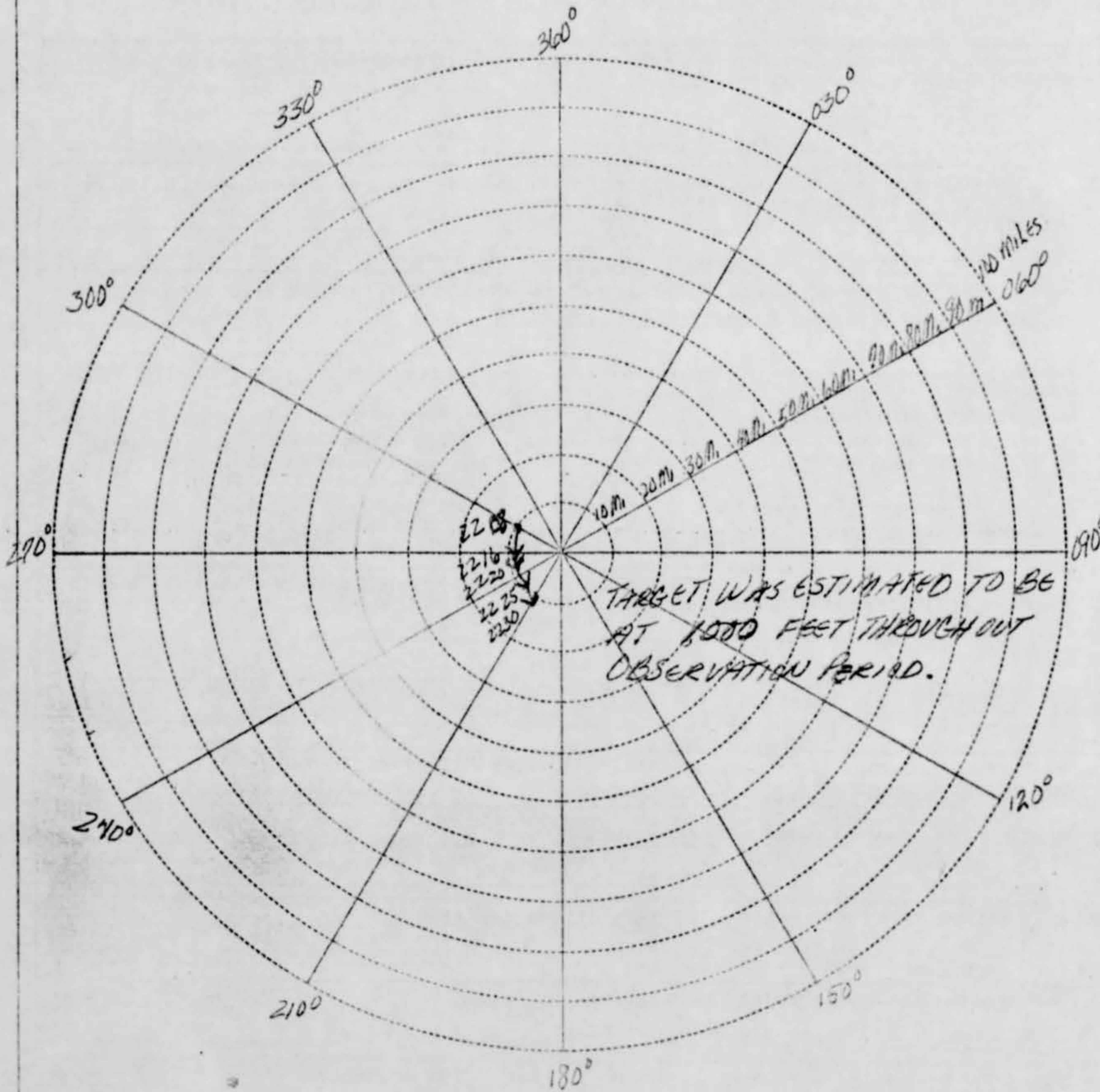
Unknown.

Note - Weather charts giving temp + dew point v.r. alt., winds + alift, temperature inversions, etc. have been requested, and further analysis by Electronic specialists, pending their return.

DECLASSIFIED 1000 12-18-2008
DDG DIR 5000-10
R.O.

UNCLASSIFIED

30. IF SCOPE PHOTOS ARE NOT AVAILABLE, PLOT THE TARGET TRACK AS ACCURATELY AS POSSIBLE. GIVE THE TIME AND ALTITUDE (IF MEASURED) FOR EACH POINT PLOTTED. PUT THE NECESSARY RANGE SCALE ON THE DIAGRAM.



AIR TECHNICAL INTELLIGENCE CENTER
WRIGHT-PATTERSON AIR FORCE BASE
OHIO

UNCLASSIFIED

In reply refer to
AFOIN-ATIAE-5

27 MAR 1953

SUBJECT: (Uncl) Sighting of an Unidentified Aerial Object

TO: Commanding Officer
ATTN: Intelligence Officer
Oscoda Air Force Base
Oscoda, Michigan

1. The 754th AG&W Squadron, Port Austin, Michigan, made an unidentified object sighting on 17 February 1953 at 2204 hours EST which they reported to the Air Technical Intelligence Center. It was described as traveling on a heading of 180 degrees at 50 knots and was seen for a total of 17 minutes by both electronic and visual means. It was reported to them by the local Air Defense Control Center that a simultaneous sighting was made by an unidentified airman of your base.

2. In an attempt to gather all the information on this sighting and perhaps establish triangulation on the object, ATIC is therefore forwarding you the inclosed questionnaire which it hopes will be completed by the airman involved. If the airman can be located, ATIC would appreciate your forwarding the subject questionnaire as soon as possible.

FOR THE COMMANDING GENERAL

Robert C. Brown
ROBERT C. BROWN
Maj, USAF
Dir. ATIC, Gen.

2 Incls

1. U.S. AF Tech Info Sheet
2. S/Addressed envelop

(3 April 1953)

1st Ind

HEADQUARTERS, 63RD FIGHTER-INTERCEPTOR SQUADRON, Wurtsmith AFB, Oscoda, Michigan

TO: Air Technical Intelligence Center, Wright-Patterson AFB, Ohio
ATTN: AFOIN-ATIAE-5

1. After extensive search, this organization has not been able to find the Airman mentioned in above.

2. We will continue to search for unidentified Airman. Also on 24 February 1953 an unidentified object was sighted, this information was forwarded to 30th Air Division.

George E. Brown, Jr.
GEORGE E. BROWN, Jr., USAF
Lt. Intelligence Officer

UNCLASSIFIED Intelligence Officer

UNCLASSIFIED

ATIAE-5/RMO/vs

INSPECTOR GENL'S
OFFICE

In reply refer to
AFOIN-ATIAE-5

67 MAR 1953

SUBJECT: (Unc) Electronic Sighting of Unidentified Aerial Object

PUBLIC INF. OFFICE

TO: Commanding Officer
661st AC3W Squadron
Selfridge Air Force Base, Michigan

COMPTROLLER

PERSONNEL & ADM.

1. The 754th AC3W Squadron of Port Austin, Michigan, made a report to the Air Technical Intelligence Center concerning a combined visual and radar sighting of an unidentified serial object occurring on 17 February 1953 at 2204 hrs. EST. In this report it is mentioned that your squadron also made electronic contact with possibly the same object. The 661st tracked the unknown on a 180 degree heading at 50 knots for a period of 17 minutes.

RESEARCH & DEV.

2. ATIC is attempting to gather all the facts surrounding the incident and, therefore, is inclosing an Electronics Data Sheet to be filled out by the senior personnel involved.

3. This information can be used to corroborate the Port Austin sighting and to establish a possible triangulation on the object. If possible, ATIC would appreciate your action in completing the inclosed questionnaire and forwarding it to this Center at your earliest possible convenience. In the event that your squadron has no record of such a sighting, this correspondence may be disregarded and the data sheet may be retained for possible future use.

R. O. Brown, 1Lt
ATIAE-5
25 Mar 53
27th Johnston
4. CO ATIAE
25 Mar 53
SUPPLY AND MAINT
Joseph A. Carlson
25 Mar 53

FOR THE COMMANDING GENERAL

1 Incl
Electronics Data Sheet

ROBERT C. BROWN
Major, USAF
Air Adj. Gen.

PROC. & IND. MOS.
PLNO. *

UNCLASSIFIED

AMC Form No. 8
(Rev. 1, Apr. 48)
Formerly AMC 10-7

AREA COMMANDS WILL LINE OUT
ORGANIZATIONAL TITLE NOT
APPLICABLE WHEN ADDITIONAL
SPACE IS NEEDED IN
RECORDS SEC. AGO

ORIG. FILE
RECORDS SEC. AGO
HQ. BR. LAB. BR.

EXTRA
COPY
RETAINED

OFF. SYMBOL

INITIALS

ROUTING

JOINT MESSAGEFORM

COMMUNICATIONS CENTER NO.

FROM: (Originator) **SPACES ABOVE FOR COMMUNICATIONS CENTER ONLY**

CINCPAC ATIC

TO: CINCPAC 75th ACM HQ PORT AUSTIN MICH

INFO:

FROM: AFOLIN-ATLAE-19-4

DATE-TIME GROUP 251645Z APR 53		SECURITY CLASSIFICATION UNCLASSIFIED
PRECEDENCE FOR:	ACTION ROUTINE	INFORMATION
<input type="checkbox"/> BOOK MESSAGE <input type="checkbox"/> MULTIPLE ADDRESS		<input type="checkbox"/> ORIGINAL MESSAGE <input type="checkbox"/> CRYPTOPRECAUTION <input type="checkbox"/> YES <input type="checkbox"/> NO
REFERS TO MESSAGE:		
IDENTIFICATION	CLASSIFICATION	

On 26 April 1953 Project Blue Book wired your organization, reference message AFOLIN-ATLAE-19-4, requesting information regarding the unidentified object sighting of 17 February 1953 at Port Austin, Michigan. No answer was received by ATIC. The question asked was: Was there any helicopter activity in the area at the time of sighting? During the briefing of the 30th Air Division, Lt R.M. Olson was led to believe no helicopters were flying at the time of the sighting. Request confirmation of this by wire.

IN REPLY CITE PROJECT BLUE BOOK.

COORDINATOR:

ATLAE-5 LT CLASSEN DATE ATLAE LT COL J.P. STUCH DATE ATLA COL C. BROWN DATE

SECURITY CLASSIFICATION UNCLASSIFIED	PAGE <u>1</u> OF <u>1</u> PAGES
--	---------------------------------

DRAFTER'S NAME (AND SIGNATURE, WHEN REQUIRED)

2d Lt R.M. Olson/2d Lt C. Brown

RELEASING OFFICER'S SIGNATURE

SYMBOL:

ATLAE-5

TELEPHONE

65365

OFFICIAL TITLE **ROBERT C. BROWN, Major, USAF
Adjutant**

SPACE ABOVE FOR COMMUNICATIONS CENTER ONLY

FROM: (Originator)

CG ASYIC

CD - 75000 - ACME SIGHTADORES 100000 ALMENDRAS MICH

TO:

INFO:

DATE 1730Z APR 53		SECRET//UNCLASSIFIED
PRECEDENCE FOR:	ROUTINE	INFORMATION
<input type="checkbox"/> BOOK MESSAGE	<input type="checkbox"/> ORIGINAL MESSAGE	
<input type="checkbox"/> MULTIPLE ADDRESS	CRYPTOPRECAUTION <input type="checkbox"/> YES  NO	
REFERS TO MESSAGE:		
IDENTIFICATION	CLASSIFICATION	

FROM: AFOM-ACTLAE-4-19-N

Is your AC/2W Sq made a visual and electronic sighting of an unidentified aerial object on 17 Feb 53 at 2204 hrs NZST. In an attempt to uncover a logical explanation of the sighting, the following information is needed:

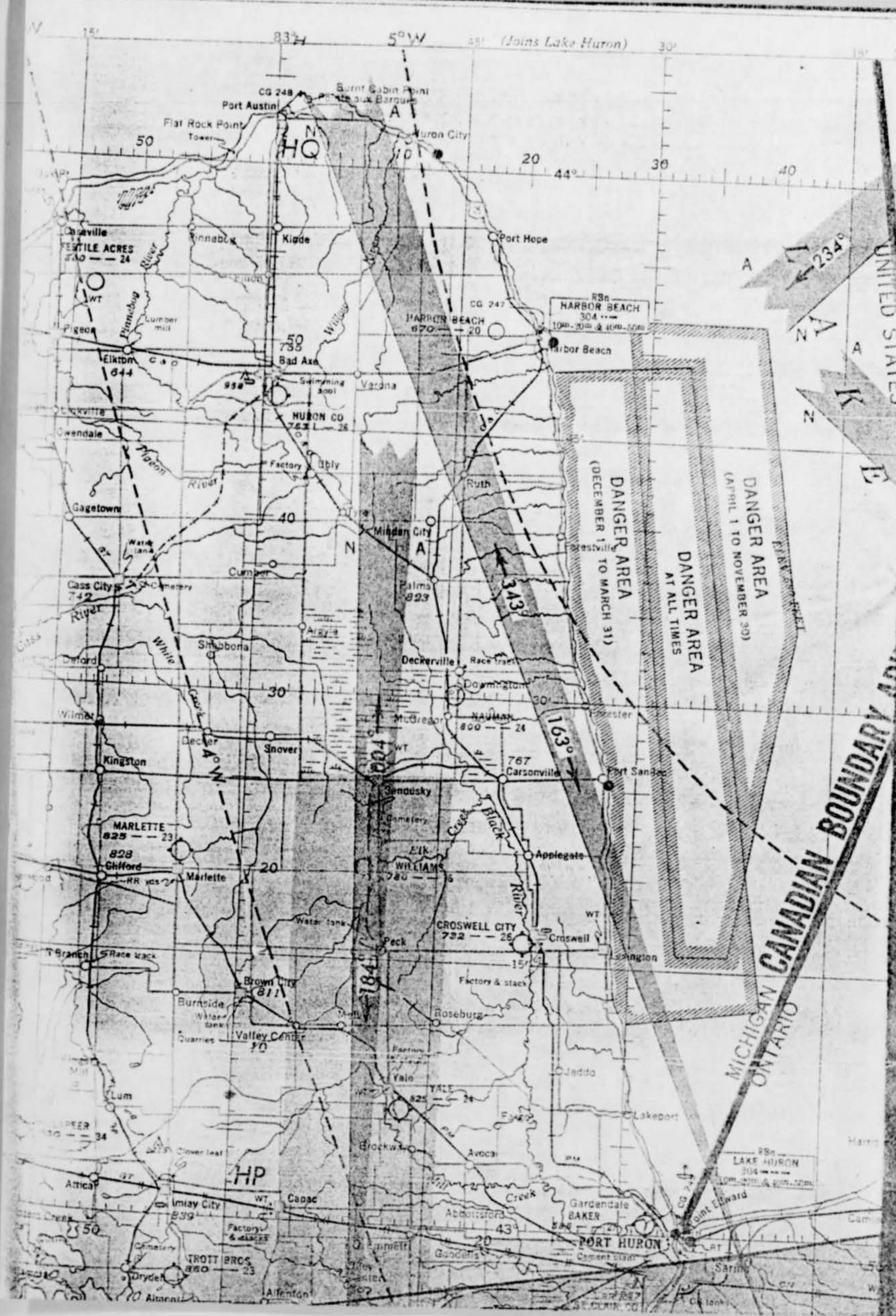
- 1) Was there any military helicopter activity in your area?
- 2) Does the U.S. Post Office use helicopters in your area?
- 3) Does any local company use helicopters?
- 4) Was there any possibility of there being a helicopter in the area at the time of sighting?

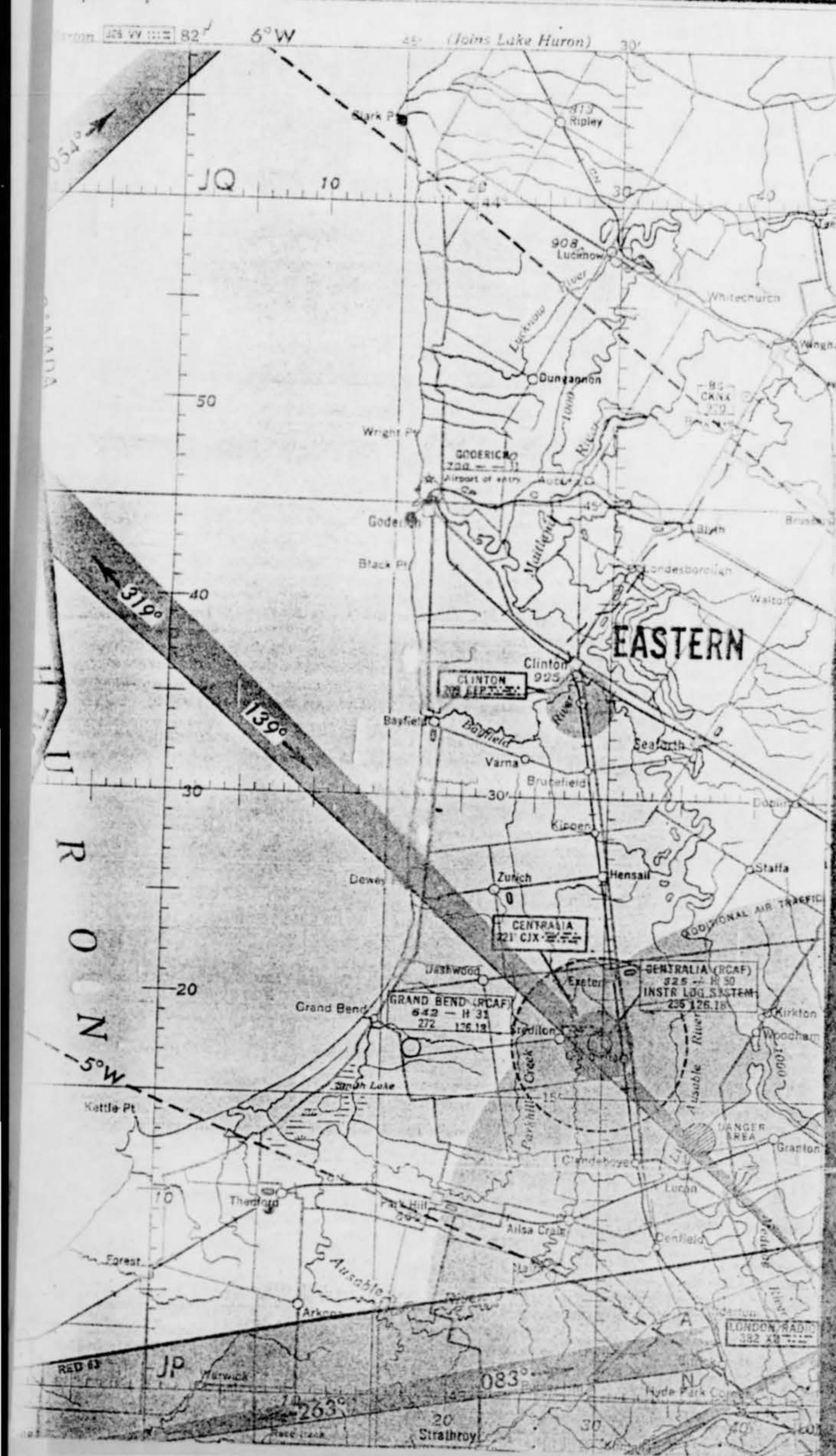
CONTRACTORS

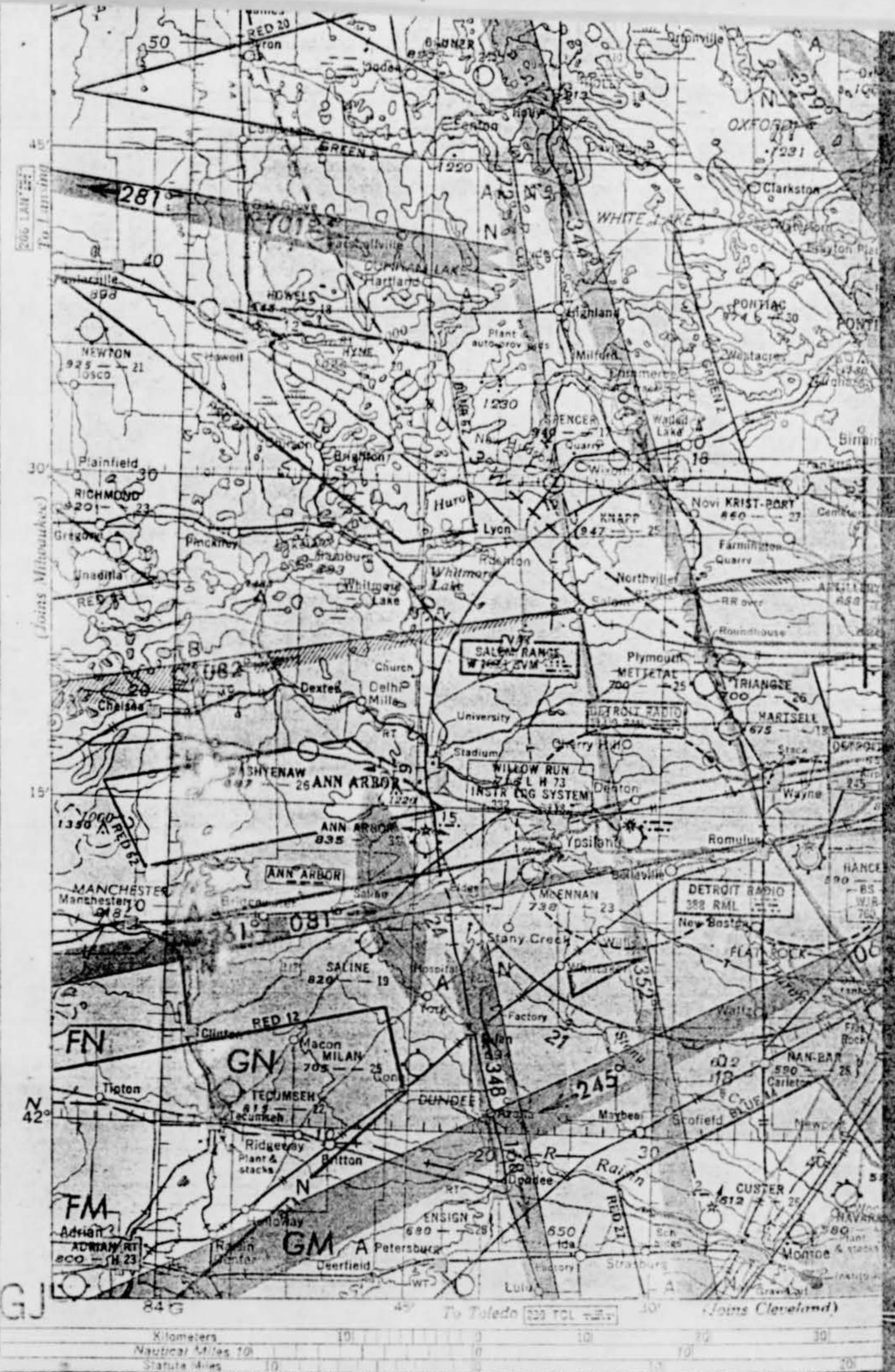
4 May 1953
Lt. Olson spoke to 754th
Intelligence personnel at Selfridge
AFB on H.O.C. briefing. Then
stated that the helicopter could
be the cause of fatalities.

SECURITY CLASSIFICATION **REF ID: A6522** PAGE 1 OF 2 PAGES









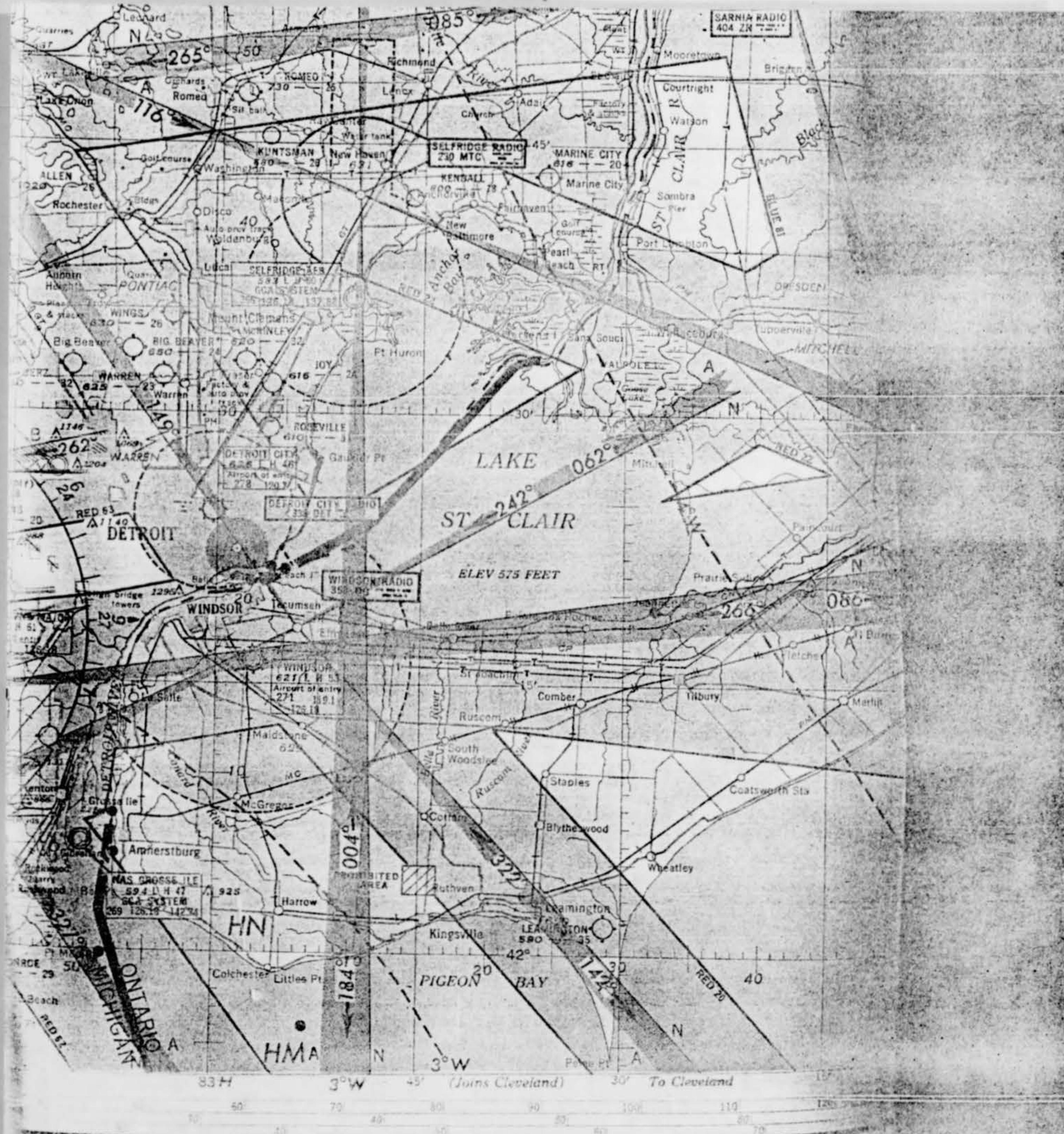
PRICE 25 CENTS

DETROIT (V-8)

COMPILED AND PRINTED AT WASHINGTON D. C.
BY THE U. S. COAST AND GEODETIC SURVEY
UNDER AUTHORITY OF THE SECRETARY OF COMMERCE

Principal Sources: Canadian Government, U. S. Geological Survey, U. S. Army Corps of Engineers, U. S. Dept. of Agriculture, Civil Aeronautics Administration, and the U. S. Coast and Geodetic Survey.

BASE: Edition of Apr. 1947 Revised May 1951



NOTE: It is requested that users of this chart indicate corrections and additions
which may be made to the chart and notify
the Surveyor of Coast and Geodetic Survey, Washington, D. C.

TO REFERENCE BY THE GEOREF (SHOWN IN BLUE) TO MINUTES
(Select nearest intersection south and west of point)

Sample Point: MILFORD
1. GJ identifies basic 15° quadrangle
2. GN identifies 1° quadrangle

ACTION

RA1450

WPB141

CBB130

JEDBW 26

RR JEDWP

DE JEDBW 33

R 271422Z

FM COMDR 754TH AC&W SQ PORT AUSTIN MICH

TO COMDR ATIC WRIGHT PATTERSON AFB OHIO

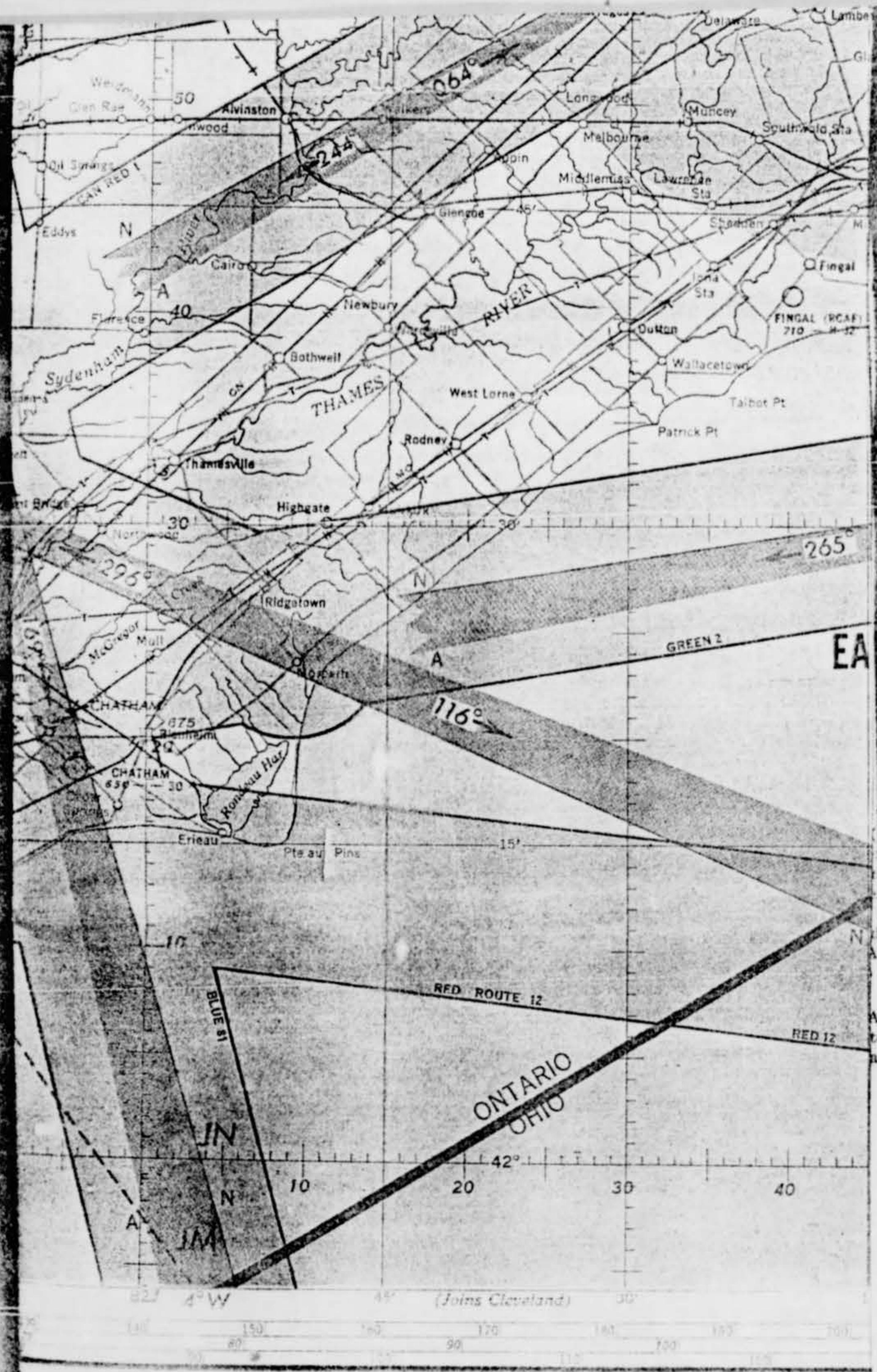
CPS 0764 PD

IT IS BELIEVED THAT NO HELICOPTERS PRESENT IN THIS AREA ON 17 FEB 53
AT TIME OF UNIDENTIFIED OBJECT SITING BY THIS ORG PD INVESTIGATION
INDICATES NO TRAFFIC IN AREA AT ALL DURING SUBJ PERIOD PD

27/1500 Z JUN JEDBW

*probably
This eliminates the answer of
helicopters.*

ey!



One thousand copies distributed throughout
the 1,250,000 registered voters.

AERONAUTICAL SYMBOLS

AERODROMES

LANDPLANE	SEAPLANE	
○	○	Military base
○	○	Civil
○	○	Joint civil and military base
○	○	Military
○	○	Civil
○	○	Joint civil and military
○	○	Landing area or anchorage
		Of major aeronautical importance
		Offering services that include repairs for normal traffic and/or refueling
		No public services available

AERODROME DATA

HARMON FIELD
78 L H 46
Airport of entry
GCA SYSTEM
278 126.18

LANDPLANE
18 Elevation in feet
L Minimum lighting
H Hard surfaced runway
46 Length of longest runway to nearest hundred feet

278 126.18 2870 Control tower transmitting frequencies

When information is lacking, the respective character will be replaced by a dash —

SEAPLANE

00 Elevation in feet
L Minimum lighting
S Normally sheltered Take-off area
62 Length of longest runway to nearest hundred feet

NAS ANACOSTIA
00 L S 62
2870

VALLEY
750 L — 32

AIR NAVIGATION LIGHTS

Rotating light — — — — — *
Rotating light (with flashing code) — — — — — *
Rotating light (with Morse lights) — — — — — 17 *
Flashing light — — — — — *

Flashing light (with code) — — — — — 22 *
Marine light — — — — — *
Lightship — — — — — *

Flood FL Flashing (One-inflating) Alternating G-yellow R-red W-white G-green B-blue (U) unwatched RED sector sec-second
Marine alternating white on red and white unless otherwise indicated. Marine lights are white unless color is stated.

RADIO FACILITIES

Use of the word "Radio" within the box indicates voice facilities

Radio range (Without voice) — — — — — **WOODY RANGE**
251 FWA

Radio broadcasting station — — — — — **BS WOL**
1260

Marine radiobeacon (Without voice) — — — — — **48a EVERETT**
724 — —
100-300 & 300-400m

Radiobeacon, nondirectional (homing) — — — — — **BEDFORD RADIO**
522 DBH

MISCELLANEOUS

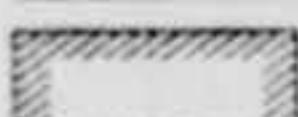
Isogonic line or isogonial — — 8°E
(Values for 1950)
Mooring mast — — — — — *
Prominent transmission line — — — — — *
Obstruction — — — — — *
(Numerals indicate elevation above sea level of top.)

Prohibited area



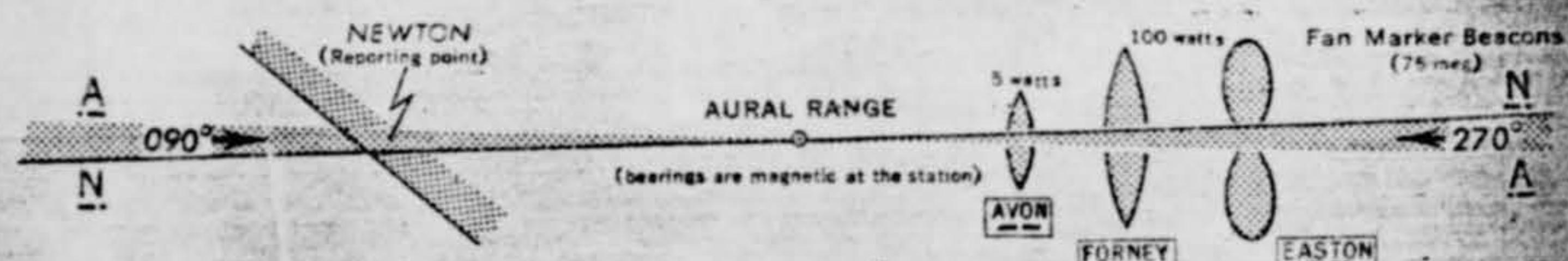
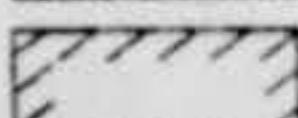
Civil airway Control zone

Danger or warning area



Blue tint indicates extent of all controlled areas

Caution area



VERY HIGH FREQUENCIES (VHF) PRINTED IN BLUE

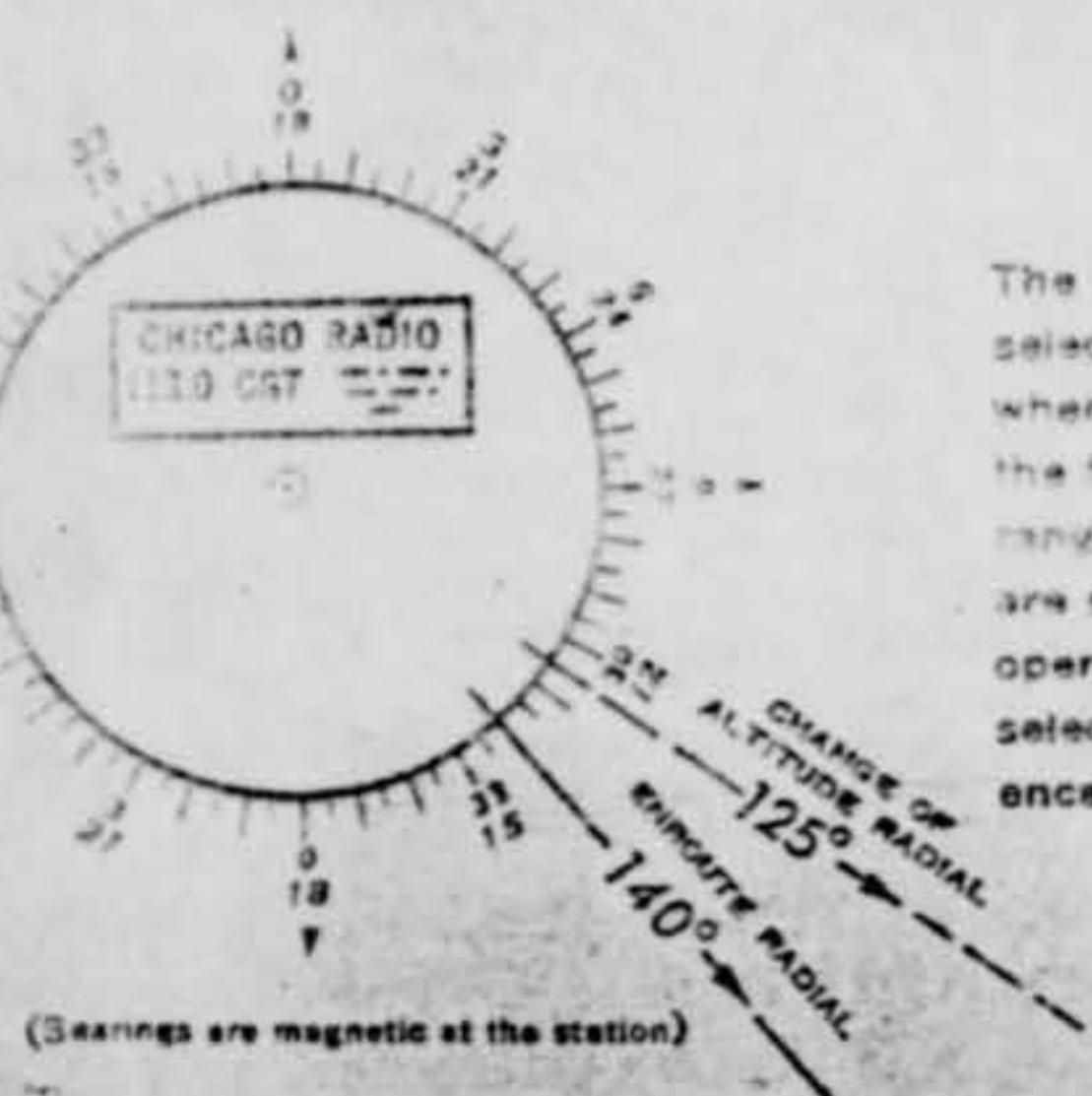
VAR
MATAWAN RADIO
W 109.1 MWA

VHF FOUR-COURSE VISUAL-AURAL RADIO RANGE
The Blue and Yellow Visual Sectors are indicated by a B and Y; the Aural Sectors by A and N
Letter preceding frequency in box indicates channel

VHF OMNI-DIRECTIONAL RADIO RANGE DESCRIPTION

The VHF omni-directional range provides visual track guidance along any selected radial from the station out to a distance of approximately 50 miles when flying at the minimum instrument altitude. These ranges operate in the frequencies between 112 and 118 megacycles and require a special omni range type receiver to make use of the navigational features. Also provided are simultaneous voice communication and 3-letter (coded) identification. In operation, the pilot selects a course by setting the pointer on a course or radial selector to the desired magnetic bearing and then flies that course by reference to a cross pointer instrument.

2/2/51



SECTIONAL CHARTS

The sectional aeronautical chart series provides complete coverage of the United States. An additional chart covers the Hawaiian Islands. These charts are designed primarily for piloting, which is also known as contact flying. They contain a maximum amount of cultural topographic features including important landmarks.

Sectional charts are revised at six-month periods to insure that the airman has the latest information available, and are sold through authorized agents located at airports and principal cities throughout the United States. They may also be obtained by writing to the Director, U. S. Coast and Geodetic Survey, Department of Commerce Building, Washington 25, D. C.

In the lower right-hand corner is printed the date of the chart. Below this the next scheduled printing is indicated. If the date of the chart is more than six months old, users are advised to check with the notices (Dates of Latest Prints) on file with authorized agents. Charts that carry older dates than those shown in large type on this list of dates are obsolete.



ADDITIONAL AERONAUTICAL CHARTS PUBLISHED AND PRINTED BY THE U. S. COAST AND GEODETIC SURVEY

Planning Charts	AP-9 and 3069a	1:5,000,000
Aircraft Position Charts	3060d	1:3,000,000
Route Charts	3071 North Atlantic	1:5,000,000
Direction Finding Charts	3073 Caribbean Sea	1:5,000,000
World Aeronautical Charts	Show limited topographic information, selected aerodromes, and major radio data.	1:2,000,000
Flight Charts	Six charts cover the United States	1:2,000,000
Local Charts	Forty-three charts cover the United States	1:1,000,000
Instrument Approach and Landing Charts	Thirty-seven charts cover the principal air routes of the United States	1:1,000,000
Instrument Landing System Charts	Designed to provide additional landmark information and topographic detail for important air terminals.	1:250,000
Airport Construction Plans	More than 475 charts designed for use in manuals with Radio Facility Charts	Approach 1:250,000 Landing 1:31,680
Radio Facility Charts	Similar to Instrument Approach and Landing charts but printed in black and white instead of color. Show very little detail.	Approach 1:250,000 Landing 1:75,000 1:30,000
	Show runways and selected aerodrome information and objects in the vicinity that may be hazards to air traffic.	1:12,000
	Sixty-five charts of the U. S. show all radio facilities, airways and other information necessary for instrument flying.	1:2,000,000

A catalog giving a complete list and description of the various series is available upon request.

INSTRUMENT FLIGHT

For flight subject to Instrument Flight Rules, the pilot and aircraft must be properly rated and equipped - one of those requirements being that the aircraft must be equipped with properly functioning complete requirements, see Part 43 of the Civil Air Regulations).

V.H.F. IFR FLIGHTS: - Until further notice, Air Traffic Control will be exercised on the assurance utilizing L/MF radio ranges. If a pilot desires to conduct IFR flight using Very High Frequency ranges of the route, his flight plan should so indicate. Further, flights should not be conducted on civil airways VHF ranges unless the A.T.C. clearances so authorize.

FLIGHT PLAN - Prior to departure from within, or prior to entering a control area or control zone, file a complete flight plan and receive an air traffic clearance. Instrument flight plans may be submitted to the traffic control center, airport traffic control tower or airway communications station either in person or by telephone if no other means are available.

The filing of an instrument flight plan indicates that the pilot is qualified and the aircraft equipped in accordance with Parts 20 and 43 of the Civil Air Regulations and, further, that the pilot will conform to all provisions of the rules.

Instrument flight plans shall contain the following items:

1. Aircraft identification, and, if necessary, radio call sign;
2. Type of aircraft; or, in the case of a formation flight, the types and number of aircraft involved;
3. Full name, address, and number of pilot certificate of pilot in command of the aircraft, or of the formation flight if a formation flight is involved.

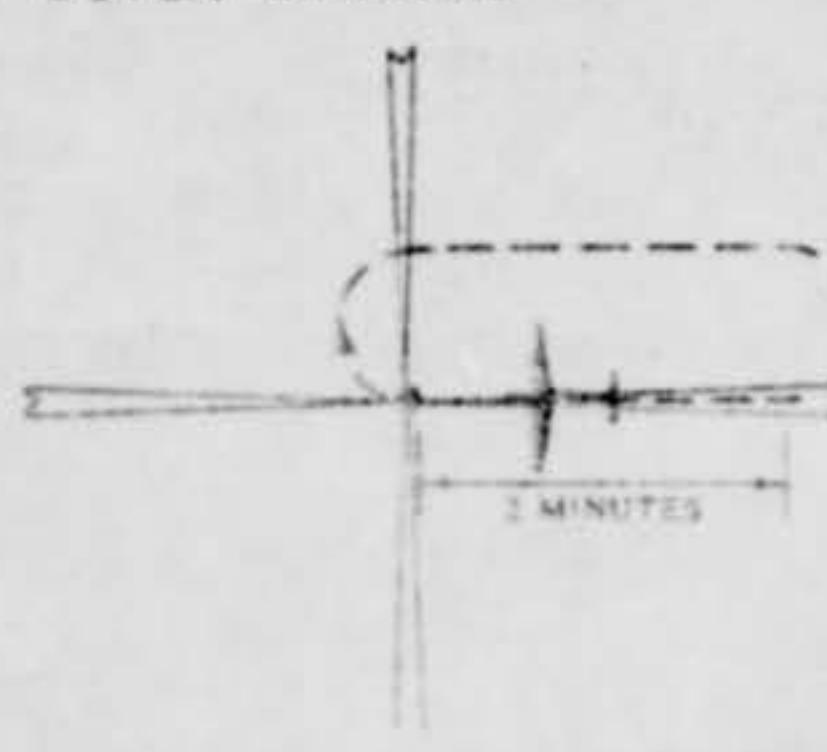
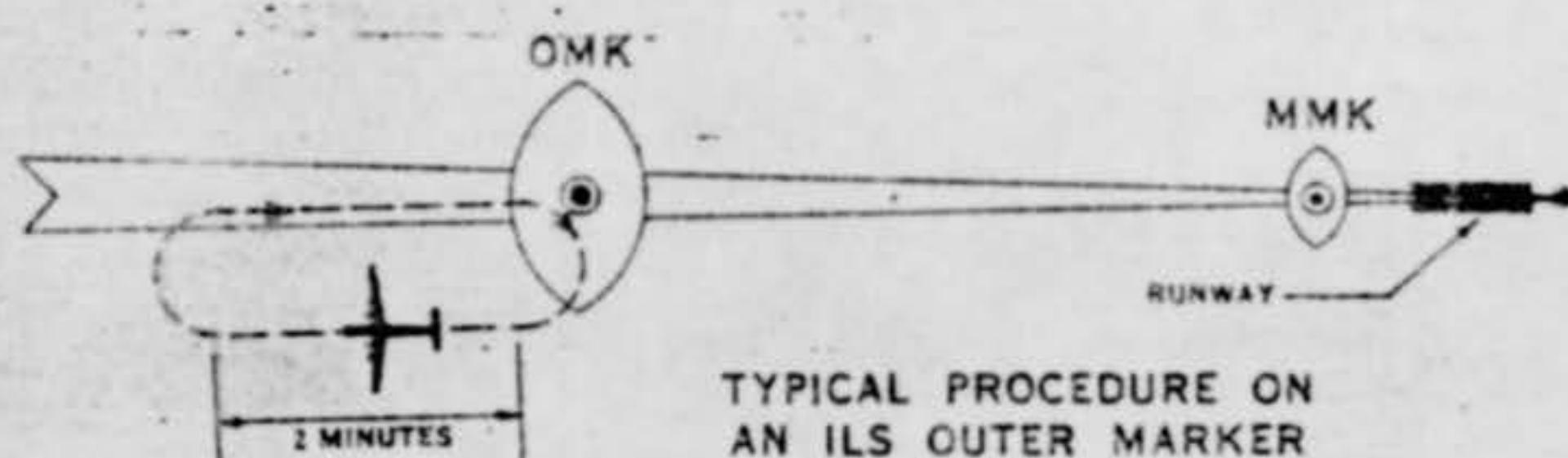
ALTITUDE REQUIREMENTS:

Aircraft operating in accordance with IFR must be flown at not less than the minimum altitude established by the National Aeronautics and Space Administration for that portion of the route over which the operation is conducted. If no minimum altitude is established, flight must be conducted at not less than 1000 feet above the highest obstacle within a horizontal distance of 2000 feet from the center of the course intended to be flown, except for those areas designated as mountainous areas. In mountainous areas, 2000 feet must be maintained. Established minimum altitudes are shown in the Flight Information and Geodetic Survey Radio Facility Charts. "At least 500 feet on top (5/OTP)" may be filed by pilots in mountainous areas. It is then the pilot's responsibility to avoid other aircraft and to obtain an amended clearance before proceeding under weather conditions.

Pilots proposing flight along established civil airways should indicate in the flight plan the even or odd number of thousands of feet above sea level depending upon the direction of flight as indicated on Coast and Geodetic Survey Radio Facility Charts.

STANDARD AIRCRAFT HOLDING PATTERNS

The standard holding flight path of an aircraft is to follow the specified course inbound to the holding fix at a rate (three degrees per second) turn to the right, fly a parallel straight course outbound from the holding fix, make another 180° standard rate turn to the right and again follow the specified course inbound. Due to traffic in congested areas, terrain and other factors, non-standard holding flight paths are utilized at some locations.



Non-standard holding flight paths are depicted on supplemental sheets accompanying Coast and Geodetic Survey Radio Facility Charts.

AERODROMES - DETROIT SECTIONAL CHART

LOCATION	NAME	GEOGR. POSITION	TYPE	ELEV.	FACILITIES					REMARKS
					FUEL (OCTANE)	REPAIRS	RUNWAYS NO.	LONGEST	LIGHTS	
Almont, Mich.	Trott Brothers	42°58' -83°04'	Com.	860	80	Major	2	2250		
Angola, N.Y.	Angola	42°40' -79°01'	Com.	610	80		2	2025	Strip prior req.	
Ann Arbor, Mich.	Ann Arbor Municipal	42°13' -83°44'	Mun.	835	80, 87	Major	3	3200	Boundary	Field lghts. prior req. after 2400
Ann Arbor, Mich.	Washtenaw	42°17' -83°52'	Priv.	867			3	2800		
Arcade, N.Y.	Arcade	42°34' -78°25'	Mun.	1740	80		1	2350		Irregularly attend.
Aylmer, Ont.	Aylmer	42°48' -80°58'	RCAF	775	87, 91, 96, 100		6	2960H		Emerg. only. Mil. use
Bad Axe, Mich.	Huron County Mem.	43°47' -82°53'	Mun.	763	80	Major	3	2550	Portable	
Barker, N.Y.	Barker Trade School	43°20' -78°33'	Mun.	340	80	Major	1	2400		
Batavia, N.Y.	Batavia	43°02' -78°10'	Com.	910	80	Major	3	3000		
Bay City, Mich.	James Clements Mun.	43°33' -83°54'	Mun.	599	80, 91	Major	3	2800H	Beacon, strip prior req.	1600 ft. strip avail.
Bay City, Mich.	James Clements SPB	43°32' -83°53'	Mun. Seapl.	580	80	Major	2	6000		Ramps. Power line across river at ramps
Big Beaver, Mich.	Big Beaver	42°33' -83°07'	Com.	650	80	Major	2	2400		
Birmingham, Mich.	Bers	42°32' -83°10'	Com.	730	80, 91		3	3200		
Brampton, Ont.	Brampton	43°40' -79°16'		550	80		2	1850		
Brantford, Ont.	Brantford	43°08' -80°21'	Mun.	815	80, 91/98		6	2980H		
Brighton, Mich.	Byne Field	42°34' -83°47'	Com.	1020	80, 91		1	2000		
Buffalo, N.Y.	Buffalo Air-Park	42°52' -78°43'	Com.	660	80, 91	Major	2	2700		
Buffalo, N.Y.	Buffalo Municipal	42°56' -78°44'	Mun.	711	80, 91	Major	4	5630H	Rwy., approach, hi intens. rwy.	Radio receiver required
Burnt, N.Y.	Lakewood	43°19' -78°45'	Com.	300	80		1	1300		
Caro, Mich.	Caro Municipal	43°28' -83°28'	Mun.	700	80	Minor	4	2350		No actv. repairs
Centraia, Ont.	Centraia	43°15' -81°31'	RCAF	825	91/98, 100	Minor	6	3000H	Flare path prior request	Mil. fuel
Chatham, Ont.	Chatham	42°13' -82°05'	Mun.	650	80		2	3000		
Chippawa, Ont.	Chippawa	43°34' -79°02'	Com.	475	80	Minor	3	2300		
Clio, Mich.	West's	43°08' -83°48'	Com.	690	80		4	1250		
Crowell, Mich.	Crowell City	43°15' -82°38'	Com.	732	80		2	2600		
Davison (Flint), Mich.	Sooy's	43°00' -83°35'	Com.	780	80	Major	3	2200		Repairs on request
Deckerville, Mich.	Neuman Fld. (Emerg.)	43°30' -82°44'	Priv.	800			1	2400		
Depew, N.Y.	Buffalo Sky Harbor	42°58' -78°42'	Com.	708	80	Major	2	1850		Irregularly attend.
Detroit, Mich.	Artillery Field	42°27' -83°12'	Army	688	C		2	1800		liaison type actv. only
Detroit, Mich.	Burns	42°32' -83°17'	Com.	625	80	Major	2	2000		
Detroit, Mich.	Detroit City	42°24' -83°00'	Mun.	626	80, 91, 100	Major	4	4585H	Bdry., flood	Radio receiver req'd.
Detroit (Romulus), Mich.	Detroit-Wayne Major	42°13' -83°21'	Mun.	634	80, 91, 100	Major	2	6102H	Rwy., flood	Radio receiver req'd. * Use runways 5/23 & 14/32 New area for Jet mil. actv.
Detroit (Grosse Ile), Mich.	NAS Grosse Ile	42°16' -83°10'	Navy	594	A+J	Minor	3	4743H	Bdry., rwy., port. flood	Rwy. lghts. on req. after 2200
Detroit (Ypsilanti), Mich.	Willow Run	42°11' -83°32'	Mun.	716	80, 91, 100	Major	6	7335H	Bdry., flood, rwy., hi intens. appr.	Landing fee. Radio receiver required
Dunkirk, N.Y.	Dunkirk Municipal	42°29' -79°18'	Mun.	592	80, 91		2	4000H	Runway	Fld. lghts. radio req.
Dunkirk, N.Y.	Werle Field	42°30' -79°18'	Com.	640	80	Minor	3	2900		
Dunville, Ont.	Dunville	42°53' -79°34'	RCAF	605			6	3190H		Emerg. use only
East Amherst, N.Y.	Steffen	43°04' -78°41'	Com.	582		Minor	1	2100		Attend. weekends Major engine repairs
East Aurora, N.Y.	Proner	42°18' -78°39'	Priv.	920			1	1450		
East Pembroke, N.Y.	Pembroke Air Park	43°00' -78°21'	Priv.	900			3	1850		
Elba, N.Y.	Elba	43°05' -78°11'	Priv.	760			1	2500		
Erie (Fairview), Pa.	Erie County	42°01' -80°15'	Com.	805	80	Major	3	2756		
Erie, Pa.	McAllister SPB	42°08' -80°05'	Com. Seapl.	572			3	10,000		Ramp, boats
Erie, Pa.	Port Erie	42°05' -80°11'	Mun.	732	80, 91, 100	Major	3	4525H	Rwy., approach	
Falconer, N.Y.	Falconer	42°08' -79°12'	Com.	1250	80	Major	1	2000		
Farmington, Mich.	Krist-Port	42°31' -83°22'	Com.	860	80	Major	4	2700		
Fenton, Mich.	Dauner Field (Emerg.)	42°49' -83°42'	Priv.	893			2	2600		Use with caution
Fingal, Ont.	Fingal	42°41' -81°19'	RCAF	710			3	3200H	Emerg. use only	
Flat Rock, Mich.	Nan-Bar	42°06' -83°16'	Com.	590	80	Major	3	2750		
Flint, Mich.	Bishop	42°58' -83°44'	Mun.	781	80, 91	Major	4	4999H	Rwy. on req. till 2400	5200 ft. sod strip.
Flushing, Mich.	Dalton's	43°03' -83°49'	Com.	735	80	Major	2	2600	Port. prior req.	
Fort Erie, Ont.	Fort Erie	42°55' -78°57'	Priv.	625			1	2375H		Emergency only
Fort Erie, Ont.	Fort Erie	42°56' -78°55'	Seapl.	572	Avail.		3	10,560		Dock
Fostoria, Mich.	Forrest (Emerg.)	43°12' -83°22'	Priv.	830			3	2300		
Frasier, Mich.	Thomas B. Joy	42°32' -82°56'	Com.	616	80, 91	Major	3	2400		
Frasier, Mich.	McKinley	42°33' -82°58'	Com.	620	80	Major	All	3200		
Frederick, N.Y.	Fredonia	42°27' -79°34'	Com.	620	80, 91		2	2700		
Getzville, N.Y.	Audubon	43°00' -78°47'	Priv.	580			2	1800		
Goderich, Ont.	Goderich	43°46' -81°42'	Com.	700	80, 91/98	Minor	3	3100	Flare path prior req.	
Gowanda, N.Y.	Gowanda	42°30' -78°58'	Priv.	820			2	2350		
Grand Bend, Ont.	Grand Bend	42°17' -81°43'	RCAF	642			3	3110H		Emerg. use only
Guelph, Ont.	Guelph	42°34' -80°17'		1100	87		2	2150		
Hamburg, N.Y.	Hamburg	42°15' -78°51'	Com.	722	80	Major	1	2250H	Port. prior req.	
Hamilton, Ont.	Hamilton	42°11' -79°47'	Mun.	300	80, 91/98	Major	3	2300H	Rwy. on req.	Use with caution
Hamilton, Ont.	Mount Hope	42°19' -79°58'	D.O.T.	773	80, 91/98, 100	Minor	2	31,043	Rwyway	37 sec. mil. fuel

AERODROMES - DETROIT SECTIONAL CHART

LOCATION	NAME	GEOGR. POSITION	TYPE	ELEV.	FACILITIES					REMARKS
					FUEL (OCTANE)	REPAIRS	RUNWAYS		LIGHTS	
							NO.	LONGEST		
Harbor Beach, Mich.	Harbor Beach (Emerg.)	43°51' 82°42'	Priv.	670			2	2000		
Holly, Mich.	Holly	42°48' 83°38'	Com.	913	80	Minor	2	1800		
Howell, Mich.	Howell	42°38' 83°59'	Mun.	943			2	1200		
Jamestown, N.Y.	Jamestown Mun.	42°09' 79°15'	Mun.	1719	80, 91	Major	3	4000H	Runway	Lights to 2130 or prior request
Kentwedge, Pa.	Erie City	42°04' 80°06'	Com.	900	80, 91	Major	2	2300		
Kitchener, Ont.	Kitchener-Waterloo	43°50' 80°30'	Com.	1085	80, 91/98		All way	2000		
Kitchener, Ont.	Kitchener-Wellington	43°27' 80°23'		1030			2	4100H		
Lake View, N.Y.	Lake View	42°42' 78°54'	Com.	730	80		1	2400		Attend. weekends
Lapeer, Mich.	Lapeer	43°04' 83°16'	Com.	830	80	Minor	4	3400		
Leamington, Ont.	Leamington	42°02' 82°31'	Com.	590	80, 91/98		2	3500		
Lockport, N.Y.	Graf	43°13' 78°41'	Com.	380	80	Major	3	2000		Irreg. attended
London, Ont.	London	43°02' 81°09'	Mun.	908	87, 90, 100	Minor	3	4145H	Bdry., flood, runwy., approach	
Marine City, Mich.	Marine City	42°43' 82°38'	Com.	816	80	Major	2	2000		
Mariette, Mich.	Mariette	43°21' 83°05'	Com.	825	80	Minor	2	2250		
Medina, N.Y.	Medina	43°13' 78°25'	Com.	500	80	Minor	3	2100	Port. prior req.	
Milan, Mich.	Milan	42°03' 83°44'	Com.	705	80	Major	2	2450		
New Baltimore, Mich.	Kendall (Emerg.)	42°42' 82°46'	Priv.	600			1	1800		
New Hudson, Mich.	Knapp	42°30' 83°37'	Com.	947	80		2	2500		Irreg. attended
Niagara Falls, N.Y.	Colonial Village Airpark	43°08' 78°58'	Priv.	625			2	2350		
Niagara Falls, N.Y.	Niagara Falls Mun.	43°08' 78°57'	Mun.	590	80, 91, 100, A+		3	5499H	Runwy. on radio req.	
North Tonawanda, N.Y.	County Line	43°02' 78°49'	Com.	577	80	Major	2	2000		
North Tonawanda, N.Y.	Niagara Seapl. Svc.	43°01' 78°53'	Com. Seapl.	570	80	Minor	2	15840		Ramp, boat, barge, haulout
North Tonawanda, N.Y.	Shawnee Flying Svc.	43°01' 78°50'	Com.	580	80	Major	2	3300		Caution, gliders use field
Olcott, N.Y.	Palmer	43°13' 78°44'	Com.	315	80	Major	1	1900		
Olean, N.Y.	Midway	42°56' 78°28'	Com.	1510	80		1	1850		
Olean, N.Y.	Olean	42°04' 78°24'	Com.	1440	80	Minor	1	3050		No acft. repairs
Orchard Park, N.Y.	Orchard Park	42°14' 78°44'	Com.	775	80, 91	Major	1	2000		
Onawa, Ont.	Onawa	43°58' 78°54'	Mun.	458	80, 91/98, 100/130	Major	3	3478H	Flares on req.	
Parry, N.Y.	Parry-Warsaw Mun.	42°11' 78°09'	Mun.	1555	80	Minor	2	2100	Flares prior req.	
Pigeon, Mich.	Fertile Acres (Emerg.)	43°52' 80°13'	Priv.	680			1	2440		
Pineconning, Mich.	Sportsman's Field (Emergency)	43°56' 80°18'	Priv.	592			3	2800		
Plymouth, Mich.	Mettetal	42°51' 80°27'	Com.	700	80	Major	4	2500		
Plymouth, Mich.	Triangle	42°32' 83°26'	Com.	700	80	Major	3	2800		
Pontiac, Mich.	Allen's	42°13' 83°15'	Com.	1020	80	Major	5	2600		
Pontiac, Mich.	Pontiac Municipal	42°10' 83°24'	Mun.	974	80, 91	Major	4	3000	Bdry., flood req. circ. fld.	Ben. emerg. use
Port Huron, Mich.	Baker's Field	43°01' 82°28'	Com.	585	80		3	2700		
Port Huron, Mich.	St. Clair Co. Mun.	42°54' 82°31'	Mun.	650	80	Major	2	2300		
Portville, N.Y.	Lee's Flying Service	43°11' 78°20'	Com.	1430	80		1	3000		Attd. evenings & Sun.
Randolph, N.Y.	Randolph	42°12' 78°58'	Priv.	1430			1	1750		
Ripley, N.Y.	Ripley	42°15' 78°44'	Com.	650	80		3	2200		
Romeo, Mich.	Henry Kuntzman	42°18' 82°58'	Priv.	680			2	2600		Emergency use
Romeo, Mich.	Romeo	42°18' 82°58'	Com.	730	80		2	2500		
Roseville (Detroit), Mich.	Roseville	42°29' 82°56'	Com.	510	80	Minor	All way	3100		
Saginaw, Mich.	Barry	43°24' 84°00'	Com.	599	80	Major	All way	1870	Port. prior req.	
Saginaw, Mich.	Barry Field SPB	43°22' 84°00'	Com. Seapl.	584	80		2	6000		Float
Saginaw, Mich.	Saginaw Mun.	43°25' 83°52'	Mun.	601	80, 91	Major	3	3300	Ben., bdry.	Lights on req.
Saginaw, Mich.	Saginaw Skyhaven	43°28' 83°57'	Com.	600			3	2800		
St. Catharines, Ont.	St. Catharines	43°11' 79°10'	Mun.	324	80, 91/98	Minor	3	2550H	Flare path 24 hr. notice	
St. Thomas, Ont.	St. Thomas	42°46' 81°06'	Com.	760	Avail.		3	2640H		
Salamanca, N.Y.	Salamanca	42°10' 78°45'	Com.	1370	80	Major	1	1200		Old, heavy acft.
Saline, Mich.	Saline	42°08' 83°48'	Com.	820	80		2	1900		
Sandusky, Mich.	Williams Fld. (Emerg.)	43°20' 82°50'	Priv.	730			1	1600		
Sebewaing, Mich.	Sebewaing	43°44' 83°28'	Mun.	584	80		1	1900		
Sebewaing, Mich.	Sebewaing SPB	43°44' 83°28'	Mun. Seapl.	580	80		All way	Untim.		Ramp, dock, haulout
Silver Springs, N.Y.	Silver Springs	42°40' 78°04'	Priv.	1420			1	1200		
Springville, N.Y.	Springville	42°31' 78°39'	Com.	1395			3	2500		
Tacumseh, Mich.	Tacumseh	42°01' 83°58'	Com.	415	80	Major	3	2150		
Tillsonburg, Ont.	Tillsonburg	42°58' 80°45'	Mun.	893	80, 91/98	Minor	All way	4330		
Toronto, Ont.	Barker Field	43°43' 79°27'	Com.	600	80, 91/98	Major	3	2700		
Toronto, Ont.	Buttonville	43°52' 79°22'	Com.	650	80	Minor	3	2200	Flare path	
Toronto, Ont.	Downview	43°45' 79°29'	RCAF	650	Avail.	Minor	3	3800H	Port. 1 hr. noti.	Mil. fuel
Toronto, Ont.	Malton	43°41' 79°34'	Mun.	665	Avail.	Major	3	3800H	Runwy. appr. 1 hr. noti.	Radio receiver required
Toronto, Ont.	Toronto Island	43°19' 79°25'	Mun.	270	Avail.	Major	3	3800H	Runwy. runwy.	Beacon on req. Day flying only
Toronto, Ont.	Toronto Island	43°20' 79°25'	Mun. Seapl.	248	Avail.	Major	3	3978		Ramp, dock, runwy.
Wixom, Mich.	Wixom	42°35' 82°03'	Com.	630	80	Minor	3	2800		

AERODROMES - DETROIT SECTIONAL CHART

LOCATION	NAME	GEOGR. POSITION	TYPE	ELEV.	FACILITIES				LIGHT
					FUEL (OCTANE)	REPAIRS	NO.	RUNWAYS LONGEST	
Vassar, Mich.	Walsh	43°29'N 83°30'W	Com.	710	80	Major	2	2100	
Warren, Mich.	Warren	42°52'N 83°34'W	Com.	625	80	Major	2	2300	
Wayne, Mich.	Hartsell Air Term.	42°19'N 83°28'W	Com.	675	80	Major	3	1800	
Welland, Ont.	Welland	43°53'N 79°20'W	Priv.	580	80		3	2800H	Port. flares on req.
Williamsburg (Buffalo), N.Y.	Sheridan	42°59'N 78°42'W	Com.	640	80	Major	3	2400	Flares on req.
Windsor, Ont.	Windsor	42°17'N 82°54'W	Priv.	621	Avail.	Minor	3	5250H	Rwy. appr.
Wixom, Mich.	Spencer Field	42°31'N 83°23'W	Priv.	940			1	1850	
Wyandotte (Detroit), Mich.	Hance	42°12'N 83°12'W	Com.	590	80	Major	3	2800	
Yale, Mich.	Yale	43°07'N 82°47'W	Com.	825	80		2	2350	
Ypsilanti, Mich.	McEnnan	42°12'N 83°37'W	Com.	738	80	Minor	4	2300	Port. prior req.

Fuel octane ratings listed by number are those available to civil aircraft, unless otherwise noted.

Military fuel is listed by letter code indicating octane ratings as follows: A+: 115/145, A: 100/130, B: 91/98.

The above listing does not include Air Force aerodromes.

*Joint civil and military operation; Air Force facilities at these fields are not listed.

Consult the latest Airman's Guide for changes in data subsequent to date of chart.

AIR DEFENSE IDENTIFICATION ZONES

In the United States several areas have been designated as Air Defense Identification Zones (ADIZ) by the Administrator of Civil Aeronautics in the interest of national security. All aircraft entering the Air Defense Identification Zones are required to file flight plans, except aircraft entering from within the Continental Limits of the United States, within the Northwest, San Francisco, Los Angeles, Albuquerque, and Knoxville Zones, at altitudes above the immediate terrain. Effective January 15, 1951, any person who knowingly or willfully violates these zones is subject to penalties of one year in prison or \$10,000 fine. The Air Defense Identification Zones are identified as the Northeast ADIZ, San Francisco ADIZ, Los Angeles ADIZ, Atlantic ADIZ, Pacific ADIZ, Albuquerque ADIZ, and Canadian Boundary ADIZ. These areas are indicated on the face of Aeronautical Charts and are so labeled. For information see Civil Air Regulations Part 620.

Canadian Air Defense Identification Zones (CADIZ) have been designated by the Director of Air Transport. All aircraft entering these zones at altitudes of 4000 feet or more above the immediate terrain are required to file flight plans. The Canadian Air Defense Identification Zones are identified as the Eastern CADIZ and Western CADIZ. They are also indicated on the face of aeronautical charts and are so labeled.

FROM (Agency)

REPORT NO.

PAGE 2 OF 2 PAGES

1. At 2204 EST, 17 February 1953, an unidentified object was sighted visually by A 1C John Mandinec and 2nd Lt Harold S Eagle. The object changed color from red to pink to pale white to white and back to red again. The object appeared to be larger and brighter than a star, and other than changing color there were no unusual features visible. The object appeared to be moving south at a very slow rate of speed. Eventually it faded out completely after becoming smaller and much less bright in intensity. At 2208 EST, 17 February 1953, 2nd Lt Eagle detected an unidentified target on the search radar equipment. The target was moving on a course of 180 degrees at 55 knots. It did not have any unusual characteristics on radar, except the speed, which was slow for an aircraft.

2. Object was first sighted at 2204 EST, visually for 5 minutes until 2209 EST, 17 February 1953. Detection time on radar was 2208 EST for 17 minutes until 2224 EST, 17 February 1953.

3. Object observed visually from ground and electronically by Search Radar. Type of radar was upper beam (1297 megacycles) of AN/FPS-3.

4. Observers who sighted object were at 754th AC&W Squadron, Port Austin, Michigan; longitude 83 degrees west, latitude 44 degrees 02 minutes 22 seconds north; elevation 646.75 feet MSL. Radar equipment located at same position. Object was sighted visually approximately 8 to 10 miles west northwest of station, estimated 100 feet above horizon. Location of radar track was 9 miles at 300 degrees. Grid coordinates of station are HQ 0203 and target was at GQ 4904. No height finder equipment is available but estimate of altitude using calibration data showed target to be at approximately 1,000 feet.

5. Observers of object, 2nd Lt Harold S Eagle and A 1C John T Mandinec are considered reliable and experienced. 2nd Lt Eagle has approximately 7 months experience as an aircraft controller and A 1C Mandinec has three years experience as an aircraft control and warning operator. Radar maintenance personnel found equipment fully operational with no evidence of any type of interference present.

6. Weather and wind conditions at time target was sighted and visible were: Visibility and ceiling: Unlimited. Temperature approximately 28 degrees Fahrenheit, with moderate winds from west.

7. No known meteorological or other disturbances or activity existed at that time or at any time during 17 February 1953.

8. No physical evidence was available. Radar scope camera was inoperative at that time.

9. ADCC was notified, surrounding stations were contacted, and flight plan sources were checked, but no identification was available. No interception was attempted.

10. No other aircraft were known to be in general area of object throughout period it was observed by personnel of this organization.

UNCLASSIFIED

HQ: 754TH AC&M SCDN
AUTH: COMMANDING OFFICER
DATE: MAR 1 1968

COUNTRY
U.S.A.

REPORT NO.

INTERVIEW

27

AIR INTELLIGENCE INFORMATION REPORT

SUBJECT		
FLYOBRPT, Report of Unidentified Flying Objects		
AREA REPORTED ON	FROM (Agency)	
Lake Huron and Northeastern Michigan	754th AC&W Squadron, Port Austin, Michigan	
DATE OF REPORT	DATE OF INFORMATION	EVALUATION
17 March 1953	17 February 1953	B-3
PREPARED BY (Officer)	SOURCE	
ROY W ANDERSON, CAPTAIN, USAF	Personnel of the 754th AC&W Squadron	
REFERENCES (Check number directing previous report to be supplied)		

SUMMARY: (Enter concise summary of report. Give prominence to final one-sentence paragraph. List enclosures at lower left. Begin text of report on AF Form 110-Part II.)

1. The following report is submitted on the observance of an unusual flying object by personnel of the 754th AC&W Squadron, Port Austin, Michigan. Personnel concerned report having observed this object by visual means at 2204 EST, 17 February 1953, and by electronic means at 2208 EST, 17 February 1953.

2. True identity of this object remains unknown. Investigation of reports failed to disclose further details or information or any falsified or imaginative information as reported by personnel concerned.

APPROVED:

Roy W. Anderson
ROY W ANDERSON
Captain, USAF
Intelligence Officer

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Multiplication

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1. Atto 35
2. Atto
3. C files

Anthony

R.T

INFO 7

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12/28 1951
part 1
A.C. A.S.A.

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PAGE TWO JEDBW 119

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WATCHED FOR FIVE MINUTES VISUALLY PD SPEED OF OBJ ESTIMATED AT FIFTY
TO SIXTY KNOTS PD WEATHER CONDITIONS DURING OBSERVANCE WERE CLN
CEILING AND VIS CMA UNLIMTED SMCLN TEMPERATURE TWENTY EIGHT DEGREES
EST SMCLN AND WINDS MODERATE FROM WEST PD LAST VISUAL OBSERVANCE AT
TWO TWO ZERO NINE EASTERN STANDARD TIME PD LAST RADAR PLOT AT TWO
TWO TWO FIVE PD NO KNOWN TRAFFIC IN AREA DURING OBSERVANCE OF OBJ PD
NO INTERCEPTIONS ATTEMPTED PD END

23/1645Z FEB JEDBW

[REDACTED]

UNCLASSIFIED

copy

VME 022

JEDBW 17

PP JEDEN JEDWP JEPHQ JEPNB 444

DE JEDBW 119

P 231530Z ZNJ

FM CO 754TH AC&W SQ PORT AUSTIN MICH

TO JEPHQ/ DIR OF INTELL HQ USAF WASH DC

JEDWPS/ AIR TECH INTEL CNTR WRIGHT PATT AFB OHIO

JEDEN/ CG ADC ENT AFB COLO SPRGS COLO

JEPNB/ CG EADF STEWART AFB NEWBURGH NY

ZEN/ CG 36TH ADIV DEF WILLOW RUN APRT BELLEVILLE MICH

~~1104 RD/ 1.65~~ / ATTN CLN DIR ON INTELL INT 3274 PD FLYOBRPT

17 Feb 53

PD AT TWO TWO ZERO FOUR EASTERN STANDARD TIME ONE SEVEN FEBRUARY ONE

NINE FIVE THREE AN UNIDENTIFIED FLY OBJ WAS OBSERVED VISUALLY BY PERS

~~754 AC&W~~ OF SEVEN FIVE FOUR ALFA COCOA AND WHISKEY SQUADRON CMA PORT AUSTIN

MICH PD IT WAS OBSERVED TO BE RED CHANGING COLOR TO WHITE AND RED

AGAIN PD OBJ WAS MOVING AT SLOW RATE OF SPEED ON A SOUTHERN HEADING

PD AT TWO TWO ZERO EIGHT EASTERN STANDARD TIME AN UNIDENTIFIED OBJECT

WAS DETECTED IN SAME VICINITY OF VISUAL SIGHTING ON RADAR PD OBJ HAD

SAME GENERAL SPEED CMA ALTITUDE AND HEADING CHARACTERISTICS PD OBJ WAS

TRACKED FOR ONE SEVEN MINUTES BY RADAR BEFORE DISAPPEARANCE AND

VISUAL : 2204 TO 2209 EST

~~DECLASSIFIED 2014-07-10 BY 2024-07-10~~ Radar : 2208 TO 2225 EST

UNCLASSIFIED

JOINT MESSAGEFORM

UNCLASSIFIED

SPACE ABOVE FOR COMMUNICATIONS CENTER ONLY

FROM: (Originator)

CG ATIS

TO: CO 754TH ACBN SQ PORT AUSTIN MICH

INFO:

DATE/TIME GROUP 051530Z MAR 53		SECURITY REFUGEE
PRECEDENCE FOR:	ACTION ROUTINE	INFORMATION
<input type="checkbox"/> BOOK MESSAGE		<input type="checkbox"/> ORIGINAL MESSAGE
<input type="checkbox"/> MULTIPLE ADDRESS		CRYPTOPRECAUTION <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO
REFERS TO MESSAGE:		
IDENTIFICATION INT 0274		CLASSIFICATION REFUGEE

FROM: AFORIG-ATIAS-3-3-8

The Air Technical Intelligence Center acknowledges receipt of your message concerning 17 Feb 53 visual-radar sighting of an unidentified aerial object. Request that you complete and forward AF Form 112 covering the incident as per AFL 200-5. Electronics Data Sheet is being sent to you under separate cover.

Suggest further check on local air traffic as ATIS feels this is a possible cause of sighting.

In reply cite Project Blue Book.

COORDINATION:

UNCLASSIFIED

DRAFTER'S NAME (and signature, where required)

LZ R.M. OLSSON/va

SYMBOL
ATIAS-5TELEP
35365

RELEASING OFFICER'S SIGNATURE

OFFICIAL TITLE

JOSEPH G. BROWN, MAJOR, USAF
AIR ADJUTANT GENERAL

PAGE 1 OF 1 PAGES

10 MAR 1953

12 37 Z

ACTION

10 MAR 53

02 48 Z

UNCLASSIFIED

RA032

WPA039

CBA045

YMB032

JEDFJ A042

ACTION INFO INFO

1953 MAR 9 22 22

1. Atta
2. Atta
3. C. files

Max - references previous wire sent
and by me

RR JEDWP JEDBW 222

DE JEDFJ 33C

-R 201500Z

FM CO 754TH AC&W SQ PORT AUSTIN MICH

TO JEDWP/AIR TECH INTELL CENTER WRIGHT PATTISON AFB OHIO

ATTN: ATIAA-2C

INFO JEDBW/CG 30TH ADIV DEF WILLOW RUN APRT BELLEVILLE MICH

ATTN: DIR OF INT

INT 0304 PD PROJECT BLUE BOOK PD REF

UR MSG AFOIN-ATIAE-3-3-E CMA DTD 05 MAR 53 PD AF FORM 112 FORWARDED

UR HQ IAW AFL 200-5 THRU CG 30TH ADIV DEF ON SAME DATE AS MSG PD

INTO OFF HQ 30ADIV DEF ADVISES AF FORM 112 HAS BEEN FORWARDED TO UR
HQ PD FURTHER CHECK OF AIR TRAFFIC IN AREA SHOWS NO RADAR TRACK

NOR FLIGHT PLAN FOR ANY A/C IN AREA AT TIME OF SIGHTINGS PD AWAITING
RECEIPT OF ELECTRONICS DATA SHEET PD

09/1500Z MAR 53 JEDFJ

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AIR INTELLIGENCE INFORMATION REPORT

FROM (Agency)	REPORT NO.	PAGE	OF	PAGES
754th AC&W Squadron Port Austin, Michigan	IR-12-53	2	2	PAGES

1. At 2204 EST, 17 February 1953, an unidentified object was sighted visually by A 1C John T Mandinec and 2nd Lt Harold S Eagle. The object changed in color from red to pink to pale white to white and back to red again. The object appeared to be larger and brighter than a star, and other than changing color there were no unusual features visible. The object appeared to be moving south at a very slow rate of speed. Eventually it faded out completely after becoming smaller and much dimmer. At 2208 EST, 17 February 1953, 2nd Lt Eagle detected an unidentified target on the search radar equipment. The target was moving on a course of 180 degrees at 55 knots. It did not have any unusual characteristics except the speed, which was slow.

2. Object was first sighted at 2204 EST, visually for 5 minutes until 2209 EST, 17 February 1953. Detection time on radar was 2208 EST for 17 minutes until 2225 EST, 17 February 1953.

3. Object observed visually from ground and electronically by search radar. Type of radar was AN/FPS-3, upper beam only, (1297 megacycles).

4. Observers who sighted object were at 754th AC&W Squadron, Port Austin, Michigan; Longitude 83 degrees West; Latitude 44 degrees 02 minutes 22 seconds North; Elevation 646.75 feet MSL. Radar equipment located at same position. Object was sighted visually approximately 8 to 10 miles West Northwest of station, estimated 100 feet above horizon. Location of radar track was 9 miles at 300 degrees. Grid coordinates of station are HQ 0202 and target was at GQ 4904. No height finder equipment is available but estimate of altitude using calibration data showed target to be at approximately 1,000 feet.

5. Observers of object, 2nd Lt Harold S Eagle and A 1C John T Mandinec are considered fully reliable and experienced. 2nd Lt Eagle has approximately 7 months experience as an aircraft controller and A 1C Mandinec has three years experience as an aircraft control and warning operator. Radar maintenance personnel declared all equipment fully operational with no evidence of any type of interference present.

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